

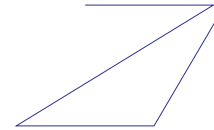


Nebraska Department of Roads

# Heartland Expressway

As of October 2014

Build Nebraska Act



**Jct. of L-62A/US-385 to Alliance**  
**Project 385-3(118)**  
**CN 51432**

**Alliance South**  
**Project 385-4(139)**  
**CN 51522**

**Jct. L-62A North**  
**Project 385-3(1021)**  
**CN 51443**

## Preferred Location

The proposed project would begin on Nebraska Link 62A (L-62A), 2.19 miles west of the junction with U.S. Highway 385 (US-385) in Morrill County, and continue north on US-385 into the City of Alliance in Box Butte County, ending just north of the intersection with Nebraska Highway 2 (N-2), also known as West 3rd Street, for a distance of 24.75 miles on US-385. These portions of L-62A and US-385 are part of the "Heartland Expressway."

## Purpose and Need Summary

*(full purpose and need description can be found in the DEA)*

The purpose of this project is to:

- **provide an improved north-south highway** on a National Highway System (NHS) High Priority Corridor that increases the efficiency and safety of travel.
- **fulfill legislative intent** of previous transportation bills which provided federally earmarked funds for the Heartland Expressway.
- **fulfill legislative intent of the Build Nebraska Act**, which identified this project as a high priority project for state funds
- **address roadway and operational deficiencies.**

An additional project goal is to:

- **improve the highway infrastructure in order to facilitate economic development.**

The need for the project is based on the mix of traffic, including a high percentage of heavy truck traffic, in combination with some areas where the roadway geometry does not meet standards.

## Scope of Work

The proposed construction project would improve the existing US-385 two-lane highway from the Junction of US-385 and L-62A, north to Alliance. The improvements would consist of constructing a four-lane divided highway with a depressed grass median throughout the rural portion of the project and a five-lane section in Alliance that would provide two lanes in each direction and a center left-turn lane. The project will include reconstruction of the US-385/L-62A intersection on a new alignment northwest of the existing highway junction. The proposed project would incorporate improvements to intersections, drainage structures, and lighting.

## Funding and Current Estimate

Funding consists of Federal Earmarks, Build Nebraska Act (BNA) and other matching funds. The first construction project, Alliance South, DPS-385-4(139), CN 51522, would construct US-385 from West 3rd Street south to approximately Mile Marker (MM) 100+00 and is estimated at \$25 million. The second construction project, L-62A North, S-385-3(1021), CN 51443, would construct US-385 from approximately MM 100+00 south to the junction of US-385 and L-62A, and is estimated at \$30 million. The third project, which would construct a sweeping curve connecting L-62A to US-385, is currently not programmed. Preliminary engineering, ROW and utilities costs for the corridor are tracked under a separate project, NH-385-3(118), CN 51432, and are estimated at \$10 million. The total cost (in today's dollars) of the project contemplated is estimated at \$90 million, which includes an estimated \$25 million to construct the sweeping curve and reconstruct the northbound lanes.

## Status of the Project

- FHWA signed the Draft Environmental Assessment (DEA) document, which covers US-385 from its junction with L-62A to Alliance and also includes 2.19 miles of L-62A west of its junction with US-385.
- A Public Hearing was held on October 1, 2014, at Newberry's in Alliance, Nebraska. The purpose of the public hearing was to provide information and receive input on the DEA.
- The DEA document may be viewed on the NDOR website at <http://www.transportation.nebraska.gov/projects/>. Copies are available at the FHWA and NDOR headquarters in Lincoln, the NDOR District 5 office in Gering, in Alliance at the City Offices and Public Library, the Angora Post Office, and the City Office of Bridgeport. The information is available for a 30-day comment period: September 15 - October 16, 2014.
- The Nebraska Highway Commission has approved the design concept including access management and provided concurrence for the Department to further develop the project based on the proposed design presented in May of 2013.

## Project Activities

- Finalize the Biological Assessment to complete the Draft EA **Completed**
- Submit a Draft EA document to FHWA that covers the entire corridor from the Junction of L-62A and US-385 to Alliance **Completed**
- Conduct a Public Hearing, receive and respond to public comments and incorporate them into the Final EA document **October 1, 2014 - Newberry's - Alliance, Nebraska**
- ROW appraisal process **Expected to begin after the October 1, 2014 Public Hearing**
- Have a decision document on the EA **Expected in 2015**
- Prepare the Construction Plans Packages **Expected in 2015**

## Estimated Construction Schedule

Construction of the new southbound lanes is anticipated to be completed under two separate projects. The first, Alliance South, is anticipated to begin in 2016. The second, L-62A North, is anticipated to begin in 2017. The US-385/L-62A Junction (i.e. the sweeping curve) construction project and reconstruction of the existing northbound lanes is not yet programmed.

## Accommodation of Traffic

Proposed construction would be built "under traffic," or without a detour. Appropriate traffic control may be necessary to maintain traffic during construction.

## Right-of-Way

Acquisition of property rights for new right-of-way (ROW) and temporary and permanent easement rights would be required. It is estimated approximately 300 acres of new ROW would be required to complete the project, with access control rights purchased along the entire corridor. It is anticipated three residential relocations would be required; no commercial relocations are expected.

## Potential Impacts

Environmental resources evaluated include wetlands, threatened and endangered species, cultural resources, environmental justice, noise impacts, aesthetics and required acquisition of property rights for new ROW. For more information, please refer to the DEA.

## Location Map

